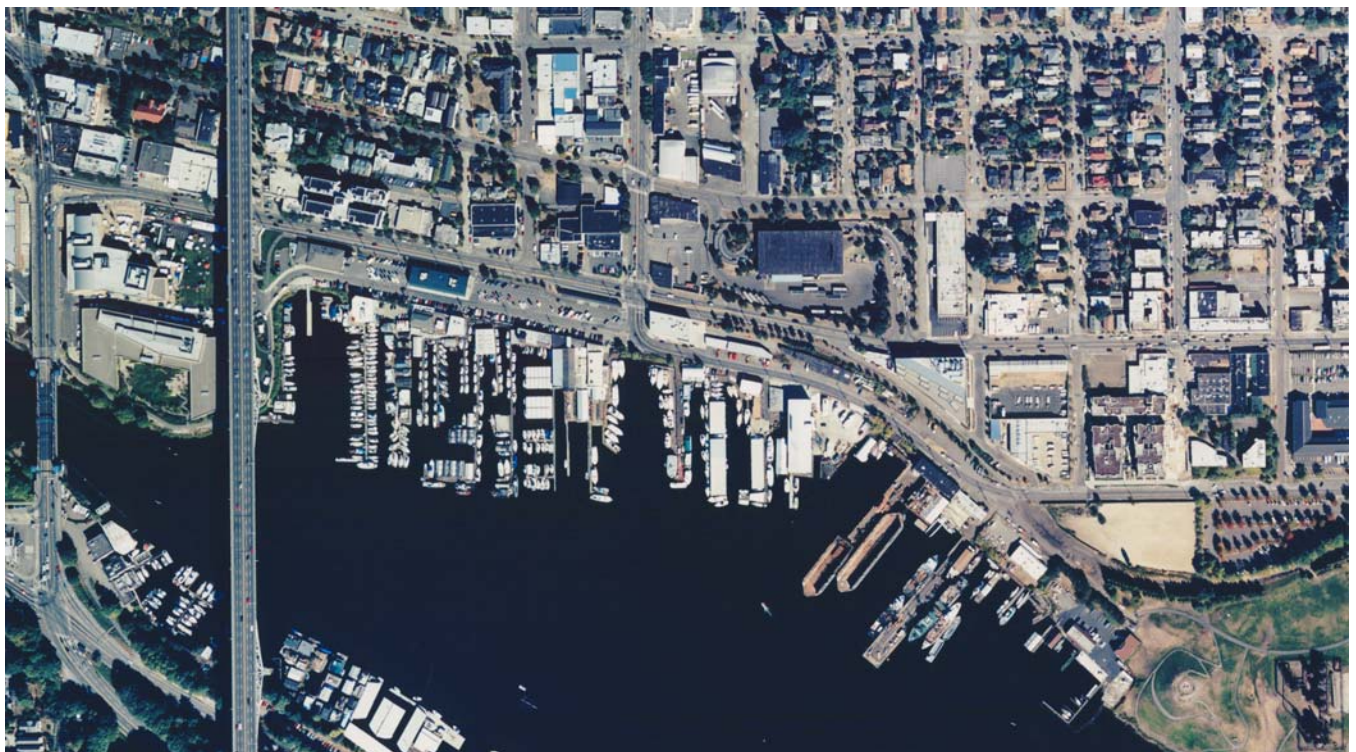


3. Context



Regional Context

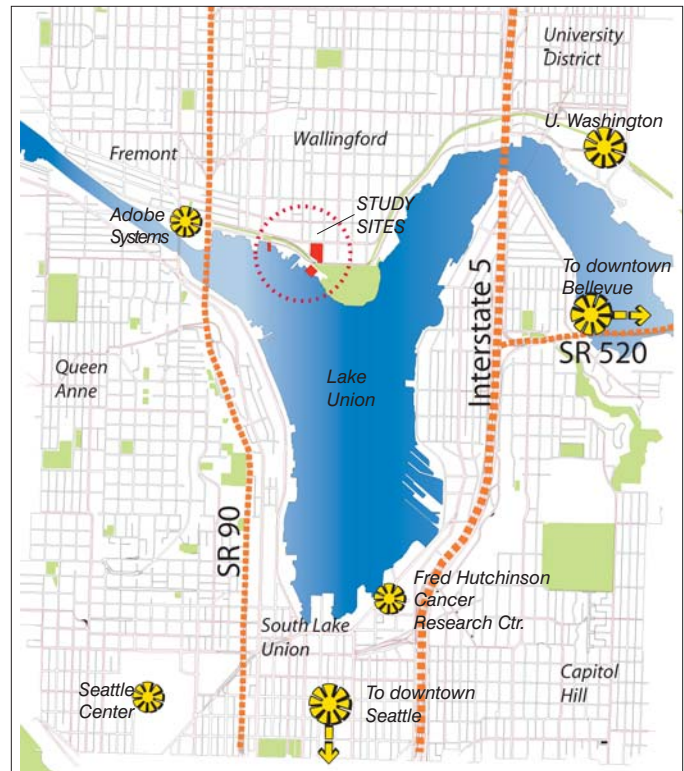
The three study sites hold important positions within a regional as well as local context. The strategic position of these within the region is summarized below.

Ground Transportation

- Close proximity, and strategic position between regional north / south corridors - State Route 99, and Interstate 5.
- Facilitates role as base for County wide transit maintenance operation.

Water Transportation

- North Lake Union and Ship Canal frontage provide water access to Lake Union, Lake Washington, University of Washington, Puget Sound etc.
- Unique location for water-related industry or recreational opportunity.



Regional site context with transportation corridors and major employment centers

Employment Centers

- Strategically positioned in relation to regional employment centers, including centers of recent or planned economic vitality. These include South Lake Union's Fred Hutchinson Research Center; the University of Washington; nearby Adobe Systems in Fremont; and Downtown Seattle via the South Lake Union Neighborhood.
- Convenient access is available to downtown Seattle and Bellevue.

Neighborhoods

- The study sites are positioned centrally among many of north Seattle's denser and more identifiable residential neighborhoods.
- Centrally located near Wallingford, Fremont, the University District, Queen Anne and other urban Seattle neighborhoods.

Neighborhood Context

Land Use Pattern

- Historic single family development pattern is intact through much of South Wallingford. Narrow residential streets, many bungalows and craftsman homes.
- Intensive water related commercial uses stretching west of site.
- Gasworks Park regional open space attraction to east and south of sites.
- Mixed commercial, building supply, and retail in Stone Way corridor.
- Metro Facilities Maintenance and Seattle transfer station are remaining few, non water-related industrial uses in the area.
- Eclectic mix of uses along N. 34th St. including commercial, offices, multifamily residential.
- Recent multi-family development on parcels west of site.
- High tech and biotechnology uses emerging nearby site immediately adjacent to the west.



Land Use Pattern

Views

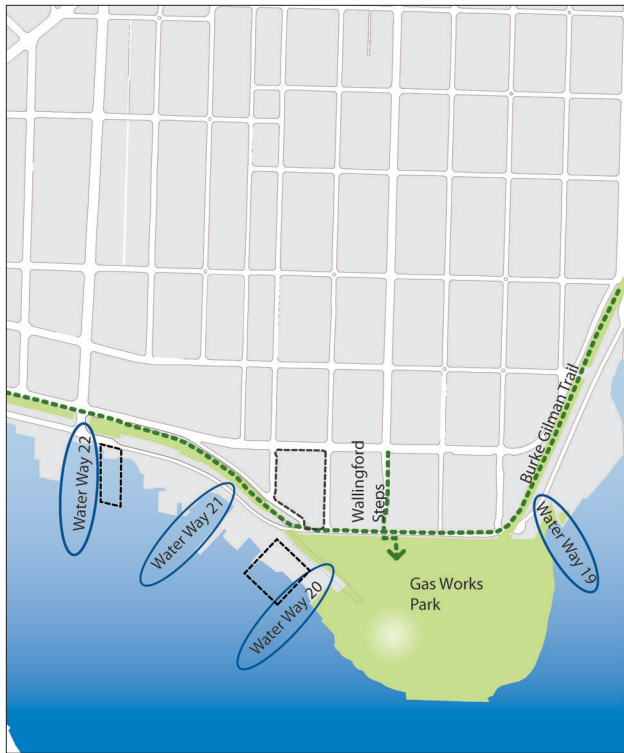
- Most north - south streets in Wallingford have strong views over Lake Union and onto Downtown Seattle. View corridors in the figure were suggested in the South Wallingford neighborhood plan as those that should undergo design review.
- N. 34th St., N. Northlake Way, and the Burke Gilman Trail are protected in the SEPA section of the Seattle Code, as special View Corridors. Views along and from these routes are protected.
- The South Wallingford neighborhood plan amendment suggests mandatory design review for north / south streets with views.



Views

Neighborhood Context

Open Space



Open Space and DNR Public Waterways

- Gasworks Park is a regional open space attraction.
- Burke Gilman Trail links a regional network of public and open spaces stretching from Lake Washington to Ballard.
- Department of Natural Resources (DNR) public waterways 19 - 22 are in close proximity to sites. Both the Stone Way pier and the Metro Waterfront parcel abut public waterways.
- South Wallingford Neighborhood Plan Amendment calls for a “rich system of linked parks with Gas Works as the anchor.
- Wallingford Steps is a recent public stairway connecting the south terminus of Wallingford Ave. to N. 34th St.
- South Wallingford Neighborhood Plan Amendment calls for “green streets” along Northlake Way, N. 34th St., Stone Way, and Wallingford Ave.

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Transportation



Transportation

- N. 34th St. and Northlake Way major east - west arterials.
- Wallingford Ave. and Stone Way major north - south arterials.
- N. 35th St. arterial west of Wallingford Ave.
- Bus service Route 26 along N. 35th St. and Wallingford Ave. - 30 min. frequency; Bus service Routes 31 & 74 along N. 35th St. and Stone Way - 30 min. frequency.
- Burke Gilman trail major non-motorized transportation corridor.
- Convenient access to SR 99 via Bridgeway.

Regional Waterborne Transportation Potential

At the time of this report a separate King County budget proviso for the study of waterborne transportation is underway. Waterborne transportation was also discussed at length during the Stakeholder Working Group process.

Potential waterborne transit routes considered during the Stakeholder Working Group Process include:

- A triangular intra - Lake Union route connecting Fremont/Wallingford, the University of Washington , and South Lake Union.
- Trans-Lake Washington Service connecting Kirkland and the University of Washington with potential extensions to South Lake Union.

Studies of the Lake Washington route have already been completed, and ongoing studies will examine the intra-Lake Union option. *(See Chapter 5 - Plans and Proposals for further information.)*

The potential for waterborne transit is of particular interest since the Metro Waterfront site, and the Stone Way pier site, may each hold potential to serve as a waterfront transit station. *(See also Alternatives Section).*



View over North Lake Union from sites showing potential for direct waterborne transit connection to South Lake Union

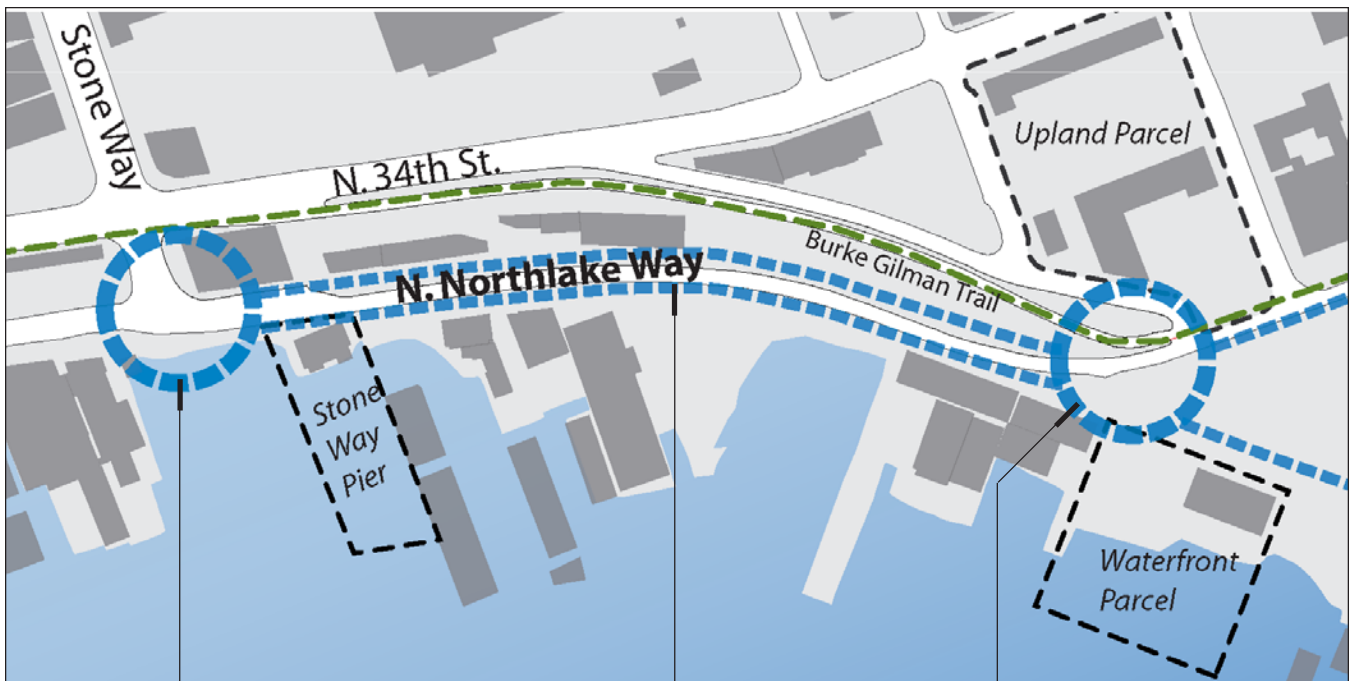
Streetscape Environment



Undefined street edges and parking areas in the right of way between the Upland and Waterfront Parcels

In the immediate vicinity of the study sites, streetscape and Right of Way improvements are highly desired. A need for streetscape upgrades on N. Northlake Way was discussed during the stakeholder working group process, and is documented in the South Wallingford Neighborhood Plan Amendment. Issues to address include the following:

- No sidewalks and unimproved street edges in the stretch of N. Northlake Way between Gas Works Park and Stone Way.
- Challenging pedestrian crossing near the intersection of N. Northlake Way and Stone Way.
- Challenging pedestrian environment along roadway between the Upland and Waterfront parcels.
- Drainage identified as a problem along N. Northlake Way.



Conflict Zone: Difficult pedestrian environment at intersection.

Need for streetscape environment upgrades. Sidewalks, drainage etc.

Conflict Zone: Difficult pedestrian environment and undefined street and parking area edges.

Gas Works Park Expansion

The figure below displays the approved plan for the City of Seattle’s Gas Works Park expansion project. The northwest corner of Gas Works Park will be expanded. Currently this area, located southeast of the Upland parcel and northeast of the Waterfront parcel, is vacant and underutilized.

The right of way area along N. Northlake Place is addressed in this plan but not included as a part of the Gas Works Park expansion project. This proposal shows streetscape improvements, plantings and designated angled parking along N. Northlake Place. Currently this section of roadway is deteriorated, with no defined street edges or parking spaces. Streetscape upgrades should be considered if reuse of the Waterfront parcel occurs.

